NCTS-P6 for CTC countries

European Commission

DG TAXUD B1

Objectives of NCTS-P6

√Fully align the Safety & Security data in the Transit Declaration to the UCC DA/IA Annex B (instead of UCC TDA);

√Maximise the Return on Investment by keeping the NCTS-P5 features untouched and by integrating NCTS and ICS2 at central level;

√NCTS and ICS2 CR (for Road/Rail) Interoperability by aligning the business processes between the two domains;

√Maintain the Trade facilitation by applying the provisions defined in UCC Articles 127 & 130 (1).

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Conditions for a combined declaration

1) The NA of the Office of Departure must be technically ready to accept combined declarations from an EO;

2) The NA of the Office of Departure must have interface with the 'Transit ENS Processing Bridge' (TED);

3) The NA of the Office of Transit, which is the Customs Office of First Entry, must accept combined declarations, as per Article 130 (1) of the UCC;

4) The NA of the Office of Transit, which is the Customs Office of First Entry, must have interface with the 'Transit ENS Processing Bridge'.

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Opt-in and opt-out

- Opt-in NA: A National Administration that **accepts Combined Transit Declarations with ENS Particulars** from Traders and **interfaces with ICS2** CR through Transit ENS Data Processing Bridge (TED).

- Opt-out NA: A National Administration that does not accept Combined Transit Declarations with ENS Particulars from Traders and hence does not interface with ICS2 CR.

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Role of TED

Transit ENS Data Communication Bridge (TED) will support the communication between the NTA and the ICS2-CR so as:

⮞ to submit the ENS particulars of a combined declaration to the ICS2-CR;

⮞ to manage the subsequent synchronization of the combined declaration and its ENS particulars in case of:

❖ Amendment;

❖ Invalidation;

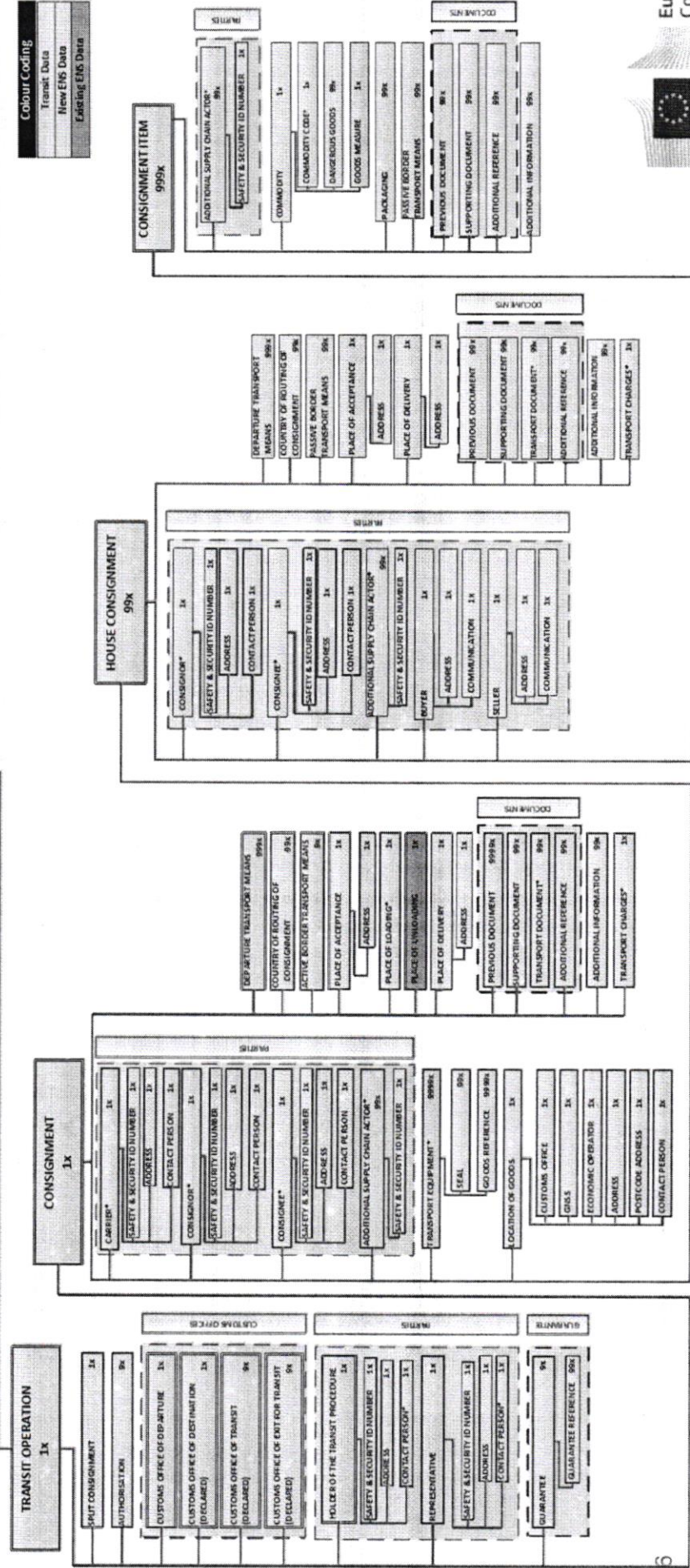❖ Referrals;

❖ Notifications.

TED generates the ENS MRN and performs the filing

Upon acceptance by ICS2 CR, TED communicates the ENS MRN to the Office of Departure

The Office of Departure then transmits the ENS MRN to the Holder of the Transit Procedure

(please refer to Section - III.III.1.1.4 Generation of the ENS MRN - of the DDNTA P6 Main Document)

IEA15 (Combined Transit Declaration with ENS Particulars)

NCTS-P6: IEA15 - Message Structure for Opt-in Countries

Note: ONLY DATA GROUP STRUCTURE

Colour Coding
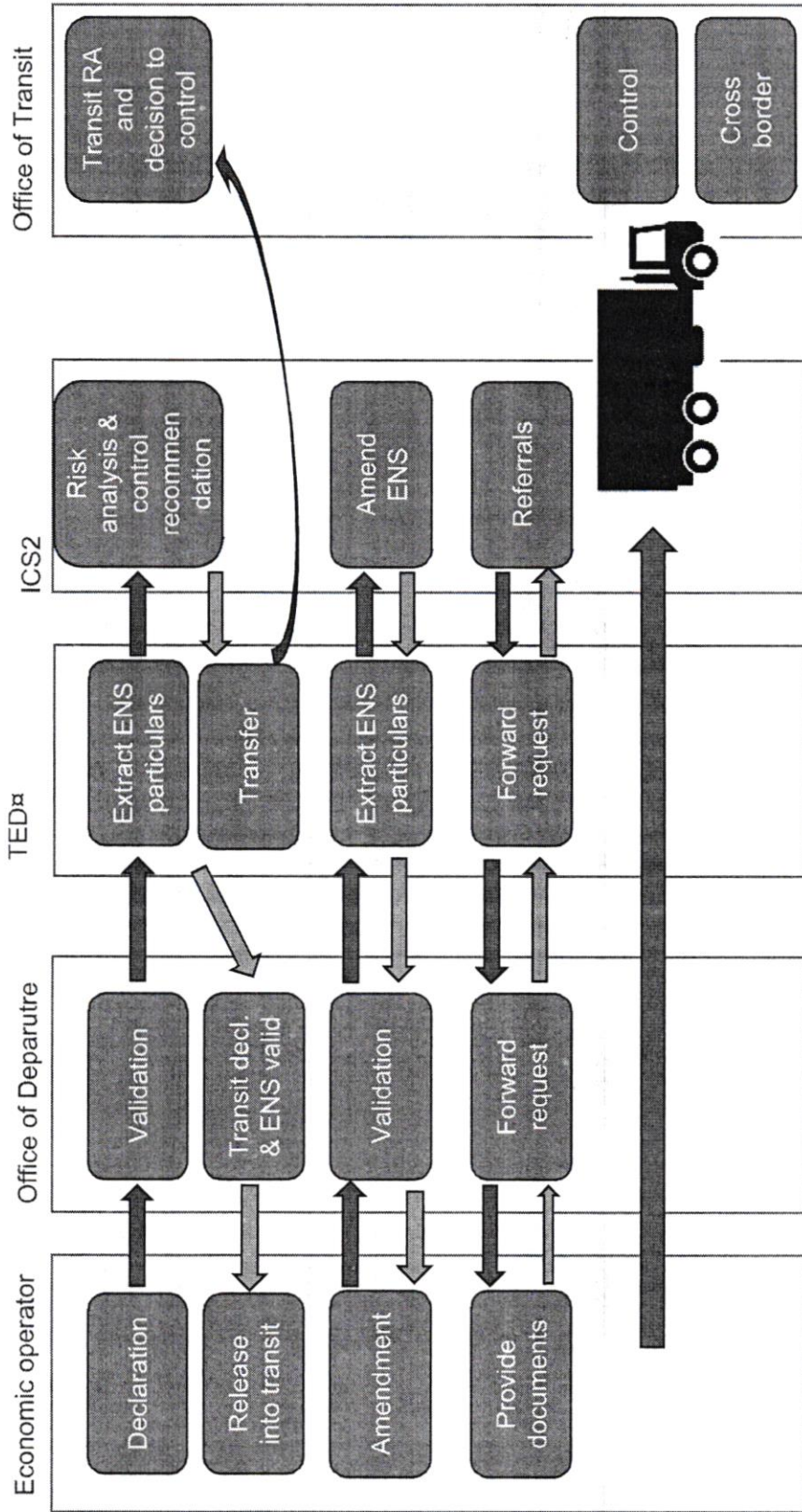- Transit Data
- New ENS Data
- Existing ENS Data

Technical Envelope

European Commission

Flow

Economic operator	Office of Deparutre	TED¤	ICS2	Office of Transit
Declaration	Validation	Extract ENS particulars	Risk analysis & control recommen dation	Transit RA and decision to control
Release into transit	Transit decl. & ENS valid	Transfer		
Amendment	Validation	Extract ENS particulars	Amend ENS	
Provide documents	Forward request	Forward request	Referrals	Control
				Cross border

¤TED: Transit ENS Data Bridge

Useful info

- NCTS web page on Europa

- NCTS Phase 6 specifications on CIRCABC

- eLearning module is under preparation, link will be published on the NCTS web page

European Commission

Thank you
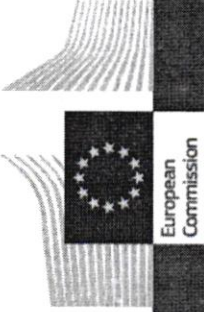
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European Commission

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ICS2 requirements for road and rail
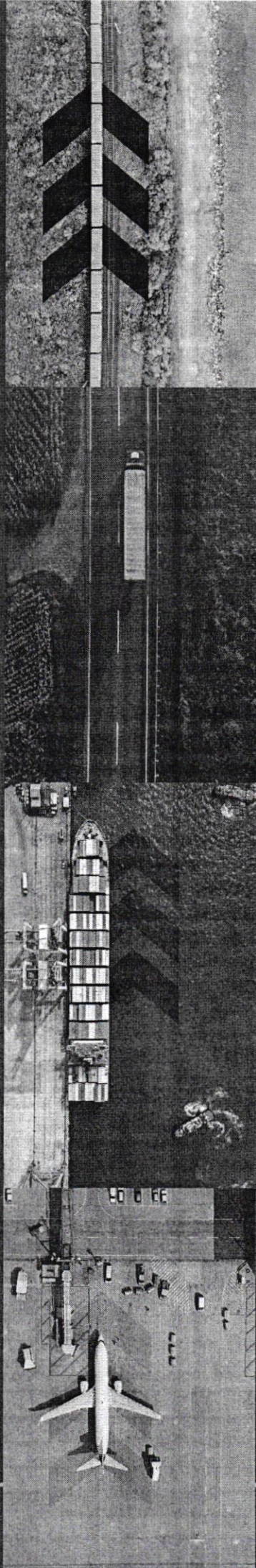
2024-11-20

European Commission

Requirement to lodge an ENS

- All goods arriving in the EU (also CH, NO, XI) must be covered by an entry summary declaration (ENS) lodged prior to arrival.

- This also applies to the goods that are transiting the EU.

- Where goods enter the EU, leave and then re-enter, a new ENS must be lodged for those goods.

  - **Example**: Türkiye-Bulgaria-Serbia-Hungary, ENS will have to be lodged to Bulgaria and Hungary

Place to lodge an ENS

- Where ENS is submitter in a single filing or where in case of multiple submissions a master level filing is lodged, it has to be addressed to the **customs office of first entry.**

- House level filing in case of multiple submission, needs to be **addressed to the Member State where the goods are likely to enter the EU.**

- **Postal model:**

  - Master level filing is always submitted to the **customs office of first entry.**

  - House level filings submitted by designated postal operator in the EU are addressed to the **Member State where this operator is established.**

Time limits to lodge an ENS

- **Road:** the ENS must be lodged at the latest **1 hour** before the arrival of the goods at the place for which the customs office of first entry is competent.

- **Rail:** where the train voyage from the last train formation station located in a third country to the customs office of first entry takes less than two hours, ENS must be lodged at the latest **1 hour** prior to arrival, in all other cases at last **2 hours** prior to arrival

- For combined transportation, the applicable time limit is the one valid for the **active means of transport entering** the customs territory of the Union.

  - **Example:** in case of a truck transported on a ferry between TR and BG, the time limits applicable will be those of the short sea shipping – 2 hours prior to arrival of the ferry at the first port of entry in BG.

Responsible party

- The entry summary declaration shall be lodged by the **carrier**.

- However, it can also be lodged by the **importer or consignee** of the goods or by **any person who is able to present** or has presented the goods to customs.

- In the case of combined transportation, 'carrier' means the person who operates the means of transport which, once brought into the customs territory of the EU, moves by itself as an active means of transport.

  - **Example**: In case of a truck transported on a ferry, the road haulier operating the truck that will move by itself upon the arrival into the EU will be the carrier for the purpose of the lodgement of the ENS. In case of trailer transported by a ferry, the vessel operator will be responsible to lodge an ENS

- Declaration can be lodged by a representative.

- The person that will lodge entry summary declaration particulars is legally responsible for the timely lodgement within the legal deadlines and the accuracy of those particulars.

EORI

- EORI – EORI number is mandatory for customs clearance in the customs territory of the European Union.

- EORI becomes mandatory for several parties in the ENS:

  - Declarant

  - Representative

  - Carrier

  - Consignee in the EU – if EORI is issued to the consignee, it must be declared

  - IT Service provider

- Companies established outside the EU must register in the MS where they will file the data.

European Commission

ENS data

Parties (legal and natural persons) – names & address (+ contact)

- Consignor (sender), consignee (receiver), carrier, notify party, **seller, buyer,** declarant, representative, other supply chain parties

Locations and routing

- Place of acceptance (dispatch), place of loading, countries of routing, first customs office of entry, place of unloading, place of delivery

Goods

- Description, HS6 code, gross weight, UNDG, CUS code, number and type of packages, shipping marks

Means of transport

- Container (size, type, status), ID number, nationality and identity of active & passive means of transport, receptacle Nr

Other

- Estimated date and time of arrival, supporting documents.

Only one ENS can be lodged per master level transport contract issued by the carrier. One ENS cannot cover multiple consignment notes, and it cannot contain consignments mixed from different consignment notes.

ENS filing types-road

ENS can be lodged in one or several submissions*.

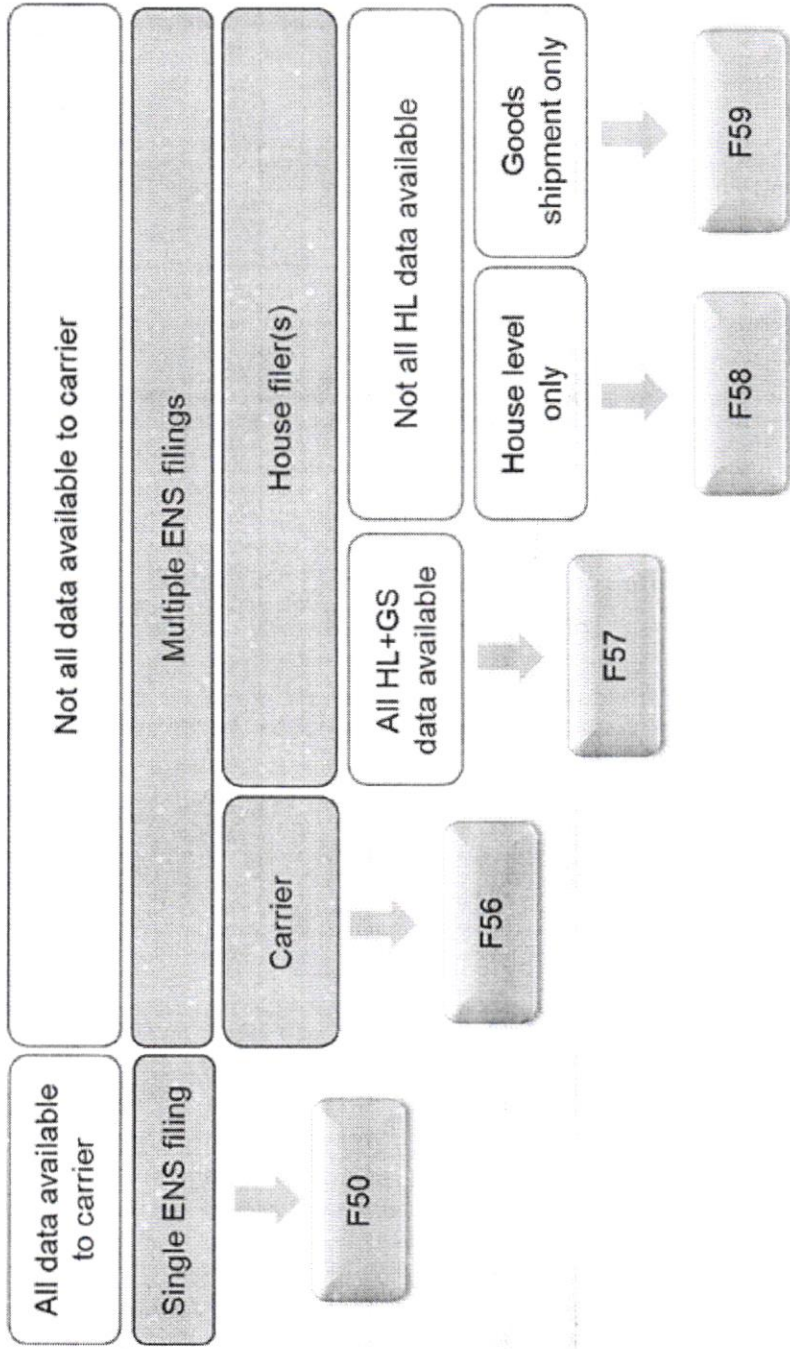| Filing type	Master consignment	House consignment	Goods shipment
F50	X	X	X
F56	X		
F57		X	X
F58		X	
F59			X

* F56, F57, F58 and F59 will be implemented only in 2026

European Commission

ENS filing combinations - road

- For road transport the valid combinations of multiple ENS filing are:
- F56+F57
- F56+F58+F59

All data available to carrier	Not all data available to carrier		
Single ENS filing	Multiple ENS filings		
	Carrier	House filer(s)	
		All HL+GS data available	Not all HL data available
			House level only / Goods shipment only
F50	F56	F57	F58 / F59

ENS filing types-rail

ENS can be lodged in one or several submissions*.

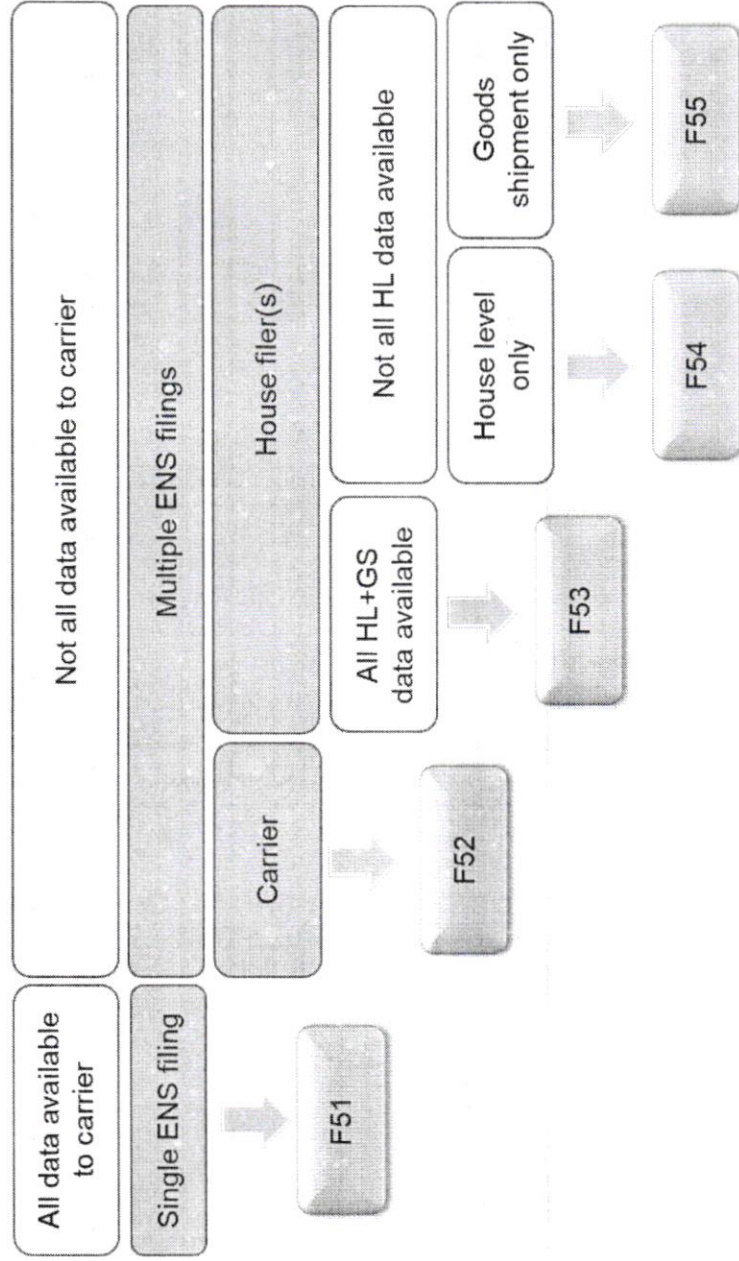| Filing type	Master consignment	House consignment	Goods shipment
F51	X	X	X
F52	X		
F53		X	X
F54		X	
F55			X

* F52, F53, F54 and F55 will be implemented only end 2025

European Commission

ENS filing combinations – rail

- For road transport the valid combinations of multiple ENS filing are:
  - F52+F53
  - F52+F54+F55

All data available to carrier	Not all data available to carrier		
Single ENS filing	Multiple ENS filings		
	Carrier	House filer(s)	
		All HL+GS data available	Not all HL data available
			House level only / Goods shipment only

F51 → (from Single ENS filing)

F52 → (from Carrier)

F53 → (from All HL+GS data available)

F54 → (from House level only)
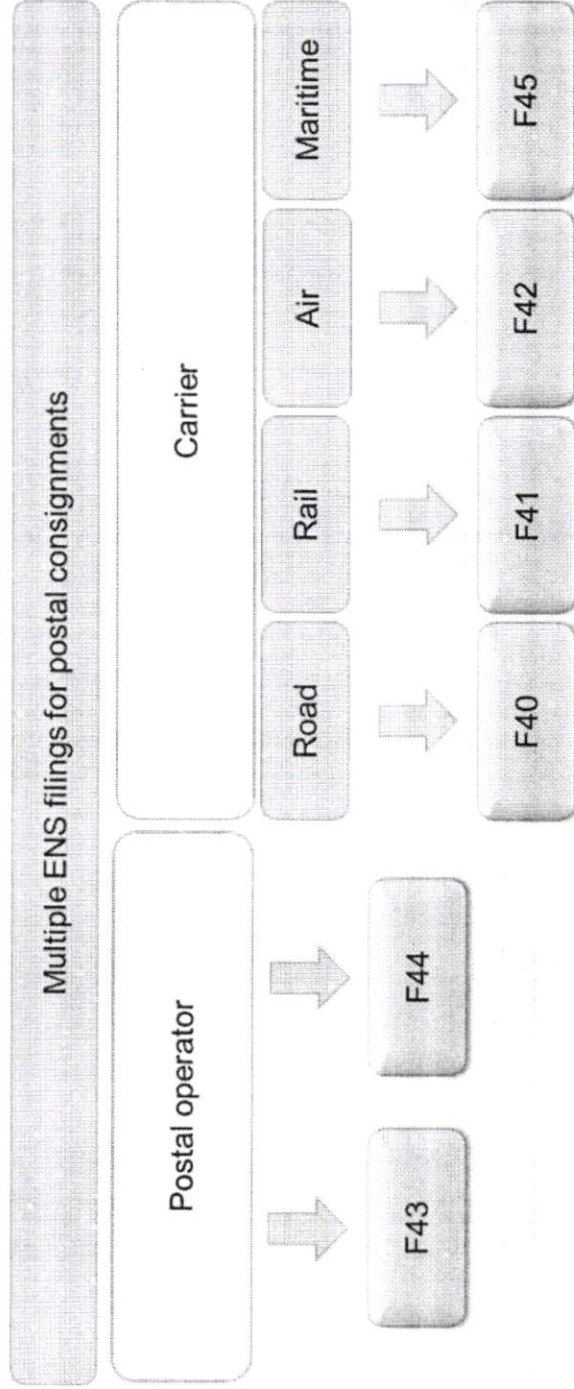
F55 → (from Goods shipment only)

ENS filing types - postal

- For postal consignments ENS is always lodged using multiple submissions

Filing type	Master consignment	House consignment	
F40	X		Filed by road carrier
F41	X		Filed by rail carrier
F43		X	Filed by postal operator in EU
F44		X	Filed by postal operator in EU

- ETOE consignments are moved as cargo general, postal model rules do not apply

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ENS filing combination (postal)

Postal operator

F43

F44

Carrier

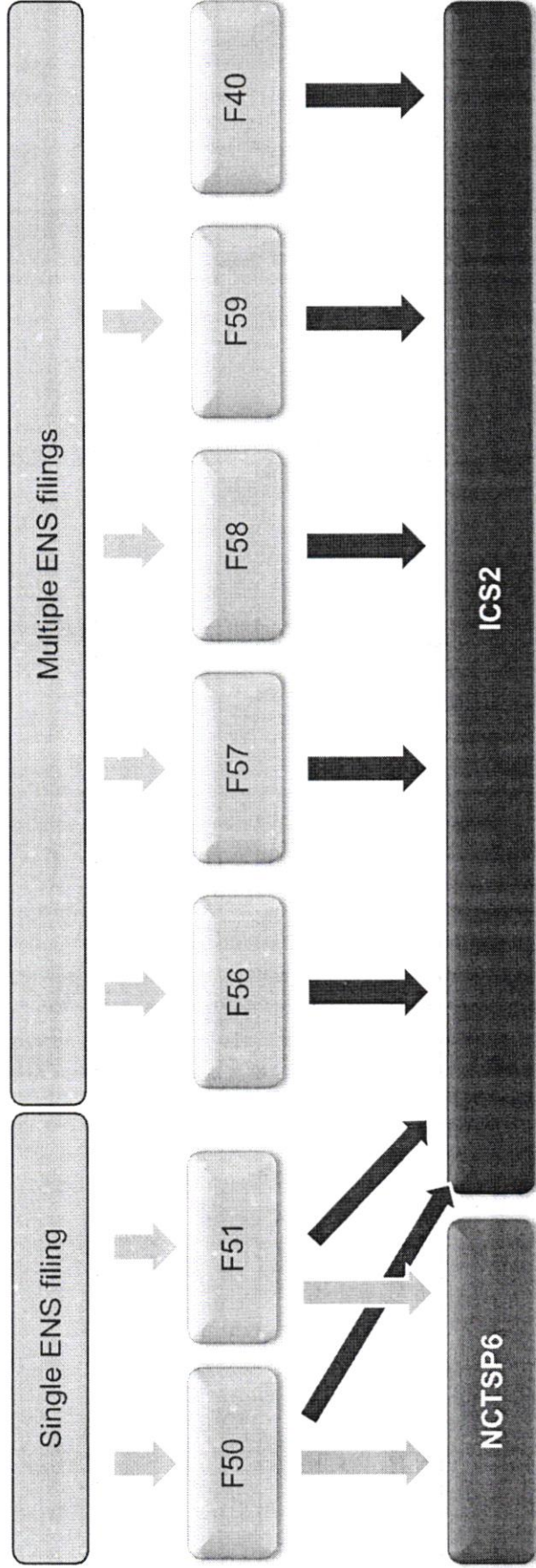| Road	Rail	Air	Maritime
F40	F41	F42	F45

Multiple ENS filings for postal consignments

Combined transport

- Accompanied transport (e.g., truck on a ferry):

  - Time limit to lodge ENS – maritime

  - Data set – F50, or combination of F56, F57, F58, F59 (active means of transport – ferry)

  - Responsible – road carrier

- Unaccompanied units (e.g., container/trailer on a ferry):

  - Time limit to lodge ENS – maritime

  - Data set – F10, F11, or combination of F12, F13, F14, F15, F16, F17

  - Responsible – maritime carrier

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IT system to be used

Single ENS filing

Multiple ENS filings

F50   F51   F56   F57   F58   F59   F40

NCTSP6

ICS2

* NCTSP6 will not be implemented by all MS, thus EOs will have to use ICS2 to lodge the ENS in those MS

European Commission
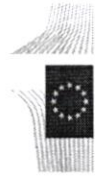
Steps of the entry process

- Pre-arrival risk analysis (including risk mitigating referrals) is performed in the context of the entry of the goods into the EU process:

  - assesses safety and security threats, which reflect a wider range of risks. Safety and security risks are threats that can have serious implications for the security, health and wellbeing of people and/or the environment. They can be linked to both, misdeclarations or illicit activities (some examples may be: negligence, criminal organisations, terrorism, etc.)

- Upon arrival the goods have to be presented to customs by lodging a Presentation notification (PN) to the presentation system of the MS customs for control purpose and release for subsequent customs procedure (temporary storage, release for free circulation, transit).

Referrals

- Customs authorities can issue risk mitigating referrals during the risk assessment process:

  - Request for additional information

  - Request to amend the data

- Referral is issued to a Declarant or the Representative that has filed the ENS filing.

- The party to which the referral is issued is legally obliged to respond to it.

Transition to R3 strategy

- Transition is done during the deployment window, which for the road and rail transport will last from 1 April 2025 until 1 September 2025
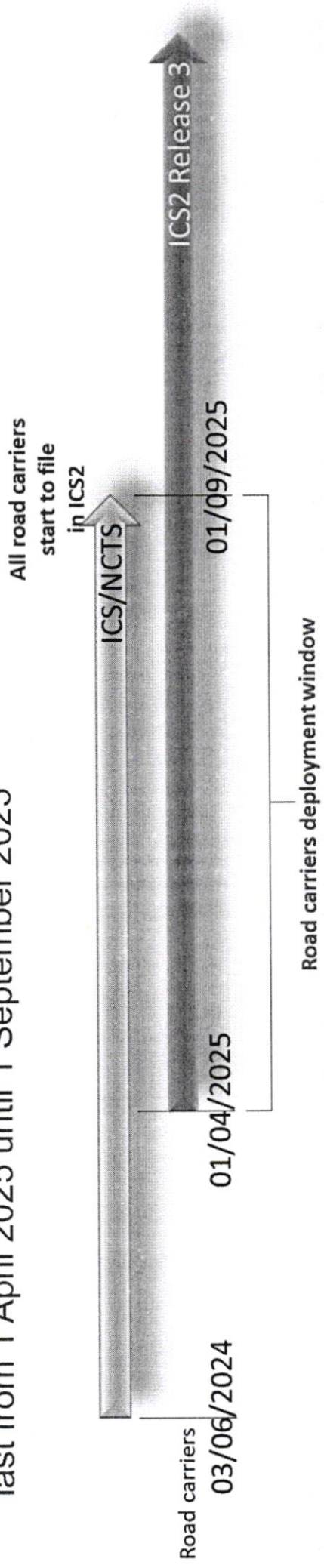
- RO-RO operators can request a deployment window accommodating the road transport, starting before April 1

- Deployment window granting is described on Go-live procedure. Deployment window should be requested at least 1 month in advance.

Road carriers
03/06/2024

ICS/NCTS

All road carriers start to file in ICS2

01/04/2025

01/09/2025

ICS2 Release 3

Road carriers deployment window

European Commission

Support to the economic operators

- Support to the EOs is the responsibility of the Member State customs authorities (MS where EO registered and got EORI Number).

- MS provide National Service Desk (NSD) which needs to be contacted for all ICS2 related matters:

  - Establishment of the access point

  - Conformance testing

  - Onboarding

  - Deployment window (please follow procedures published by MS)

  - Operational support

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ICS2 Release 3 – EO testing

- **Conformance testing is mandatory.** Please read through the documents !!!!

- **Conformance Test Organization Document -** Roles and Responsibilities, Planning milestones, testing process, Communication channel, process to setting up AS4 AP, explanation on UUM&DS use, summary of test specification, Operations Checklist

- **Conformance Testing specification** – listing all testing scenarios; connectivity and functional (Scenarios for Postal, Scenarios for Express, Notify Party, Carriers Rail/ Road/ Maritime/ Air, House filers Maritime/ Air and Person Notifying Arrival)

- **Interface Control Document** – detailed specification and explanation of ICS2 interface AS4 interface for EO, UUM&DS, errors messages, etc.

- **End-to-end testing** is optional, however, recommended.
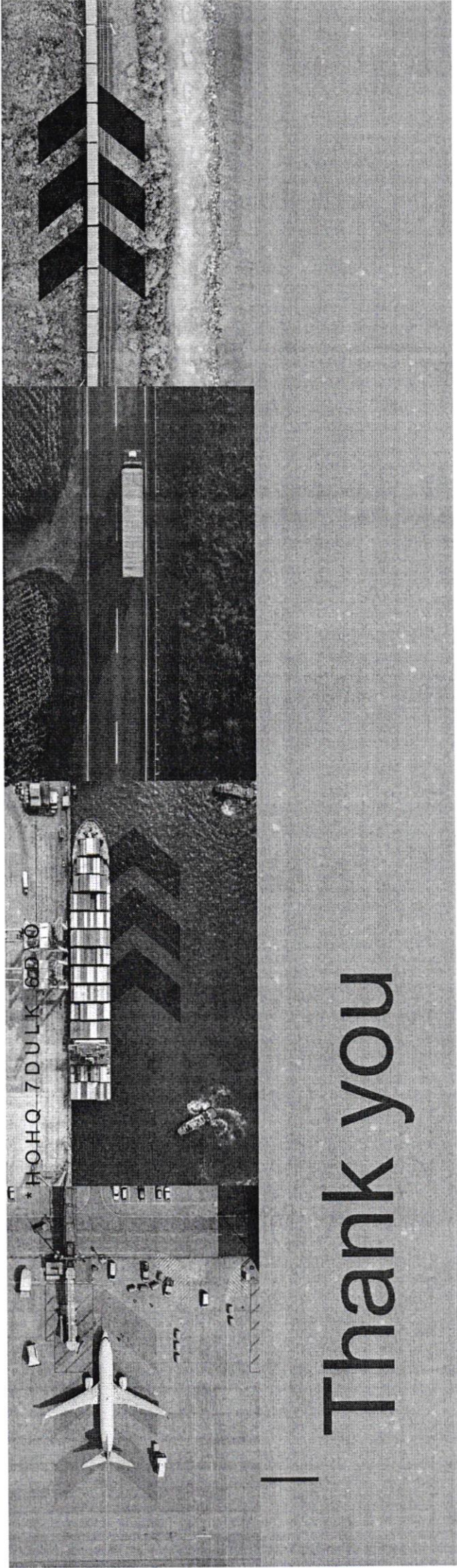
Communication during CT
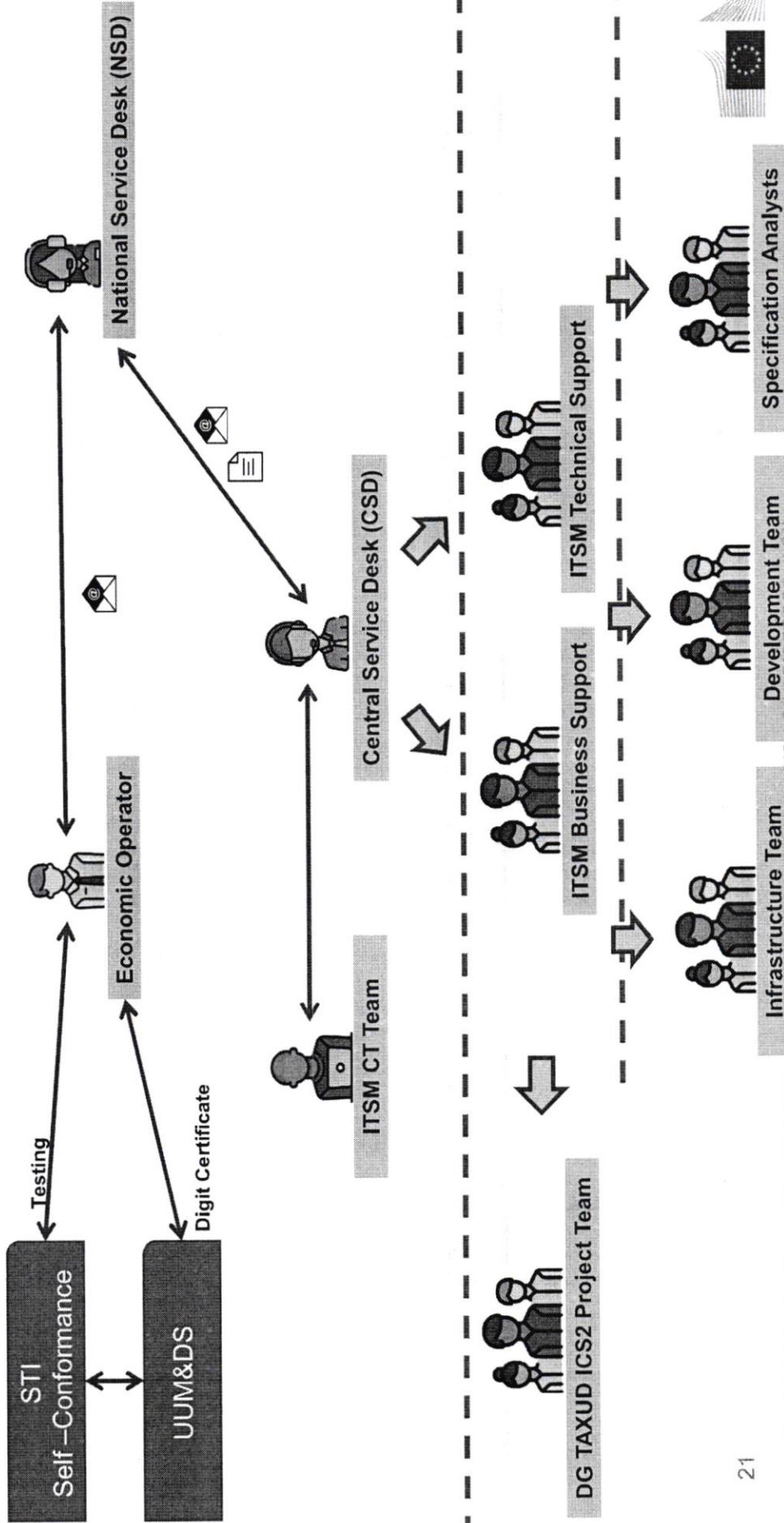
Useful links

- ICS2 page on Europa website: https://ec.europa.eu/taxation_customs/general-information-customs/customs-security/ics2_en

- All documentation is available on CIRCABC portal: https://circabc.europa.eu/ui/group/18fb5859-3970-4ac5-b30b-6604977a15a7

- EORI information Economic Operators Registration and Identification number (EORI) - European Commission (europa.eu)

- Updated ICS2 Operational guidance is being drafted and will be available in November 2024. It will be published on CIRCABC

- eLearning modules are available at Customs & Tax EU Learning Portal

European Commission

Thank you

ICS2 page on Europa website:

https://ec.europa.eu/taxation_customs/general-information-customs/customs-security/ics2_en

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